

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

COUNTRY	Poland	REPORT	[REDACTED]	25X1
SUBJECT	Refrigeration Plant and Underground Fuel Stores at Swinoujscie	DATE DISTR.	14 May 1953	
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DATE OF INFO.	[REDACTED]	REQUIREMENT NO.	RD	25X1
PLACE ACQUIRED	[REDACTED]	REFERENCES		

This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. A large fish and meat freezing plant is under construction in Swinoujscie (Swinemuende). Since November 1952, when a portion of the plant was put into operation, about 150 tons of meat have been brought in daily by rail-way. Machinery is already in place and all the cold rooms are in use. This plant, which is scheduled to be completed by the end of 1954, will be the largest refrigeration plant in Europe, with store facilities for 50,000 tons of meat and fish.
2. The plant is situated on the eastern side of the Swinoujscie port canal, about 400 meters south of that portion of the harbor where the Polish [REDACTED] ferry boats are moored. The plant consists of various sized buildings; the main building is a five-story structure 120 meters long and 50 meters wide. The freezing units and other equipment are housed in the basement and on the ground floor of the main building; adjacent to the main building are shipping and receiving halls (hale manipulacyjne). During the summer of 1952 nearly 2,000 workers were employed in the main building.
3. An area of the port canal, corresponding in length to the area occupied by the refrigeration plant, has been dredged. At the beginning of December 1952, the **MORSKA WOLA**, the mother ship of the fishing fleet, returning from the North Sea with her fishing catch, was able to enter the port canal and unload her catch directly at the plant. This would have been impossible before the canal was dredged. [REDACTED] preparations are underway for dredging the entire port canal so that naval vessels can anchor safely at any point on either side of the canal.
4. [REDACTED] the plant had not been in operation sufficiently long and [REDACTED] the stocks were still inadequate. However, all preparations indicate that this plant, furnished with modern equipment, will supply fish and meat to the Soviet troops in East Germany, to East Germany itself, and perhaps to the East German Army as well.

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(Note: Washington Distribution Indicated By "X"; Field Distribution By "#")

25 YEAR RE-REVIEW

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The general director of the freezing plant is Walasz (fnu).

5. A small fishing shipyard has been built south of the refrigeration plant. The shipyard, which in reality is a workshop exclusively for repair of fishing cutters, employs about 28 men.
6. In 1951-1952, large underground liquid fuel storage facilities were built along the bank of the port canal. The stores are located north of the refrigeration plant, but south of the ferry slips. The fuel stores consist of 15 iron or steel tanks, each of which is about 15 meters in length and 3.5 meters in diameter with a capacity of about 10,000 liters each, all buried deep in the ground and covered with a layer of earth about three meters in depth. Grass has been sown and bushes planted over the protective covering of earth so that the area will blend with the surrounding terrain. A grey brick building, about five meters high, with grey tile roof, houses three tanks similar to the underground tanks described above. For protection against fire, the three tanks have been covered over with a half-meter thickness of earth. Pumps are housed within this building, some of which are below the ground surface but not deeply buried because of the moist soil.
7. The fuel stocks described above officially belong to the state naphtha industry known as the Central Administration of Petroleum Products (C.P.N.). During the construction period, no mention of the state firm C.P.N. was permitted, and a special cryptographic symbol SS was used instead. [redacted] The construction of the liquid fuel reservoirs was under the control of the Ministry of National Defense in Warsaw, but no fixed schedule could be adhered to for the reason that none of the construction materials from factories or state firms arrived in scheduled time. All electrical installation for the building project was in the charge of the state firm, Poznańskie Zjednoczenie Instalacji Przemysłowych (Poznan Union of Industrial Installations).
8. The railroad line has been extended from the last station at Odra Port to the liquid fuel supplies. Liquid fuel stocks, now complete, were brought in by rail rather than by sea, the last shipment of fuel arriving in early November 1952. [redacted]
9. About the end of 1951, Marshal Konstantin Rokossowski, attended by a general and accompanied by a large group of officers, including Polish and Soviet generals as well as officers of lower rank, visited the area while the construction project was underway. The marshal wore a Polish uniform; he did not speak Polish but relied upon the services of an unnamed lieutenant colonel who acted as interpreter.
10. Under consideration at the end of 1952 was a project for deepening the canal and strengthening the banks of the port canal in the vicinity of the liquid fuel stores. The banks on either side of the port canal are being reinforced in numerous places by concrete piles. It is said that during 1953 the entire port canal is to be deepened to a depth sufficient to enable even the largest naval vessels to enter. It is also rumored that a submarine base will be built in this area.
11. In a westward direction from the port canal and not far distant from the Soviet demagnetizing station in Swinoujście are two large port cranes which are not in use at the present time; these cranes will soon be shipped to the Szczecin (Stettin) port.
1. [redacted] Comment: [redacted] a fish cannery and an ice factory were to be built in this area. It is possible that this installation is in actuality the result of that projected construction.

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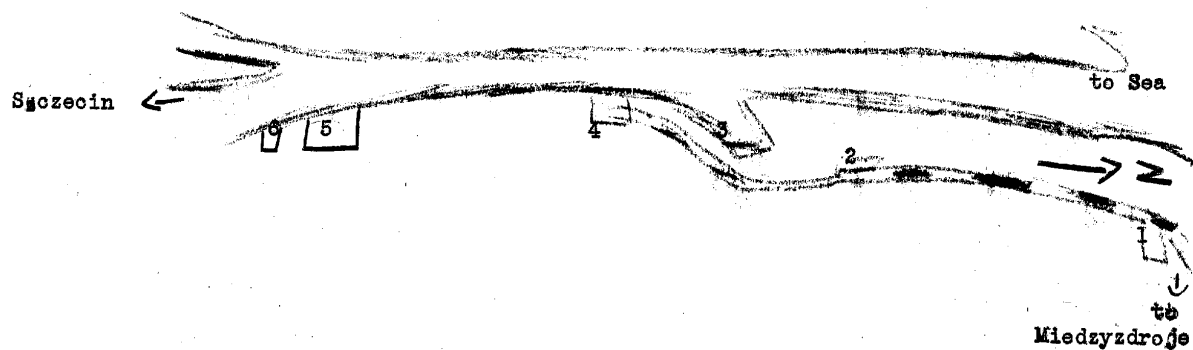
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Sketch of port canal



Legend:

1. The Odra railway station
2. The Odra Port railway station
3. Slips for the Polish-Swedish ferries
4. Liquid fuel stores
5. Refrigeration plant.
6. Small repair workshop

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